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fishing news

Editor: Harry Barrett
Assistant Editor: Ian Strutt

Scottish Correspondent: Gloria Wilson

Advertisement Director: Fred Purcell

Managing Director: W. A. Cathles

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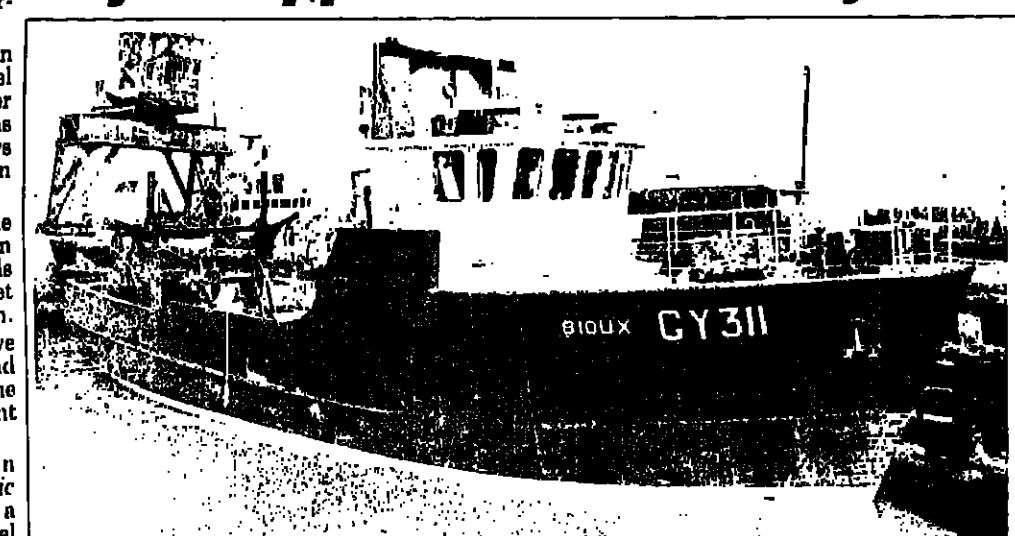
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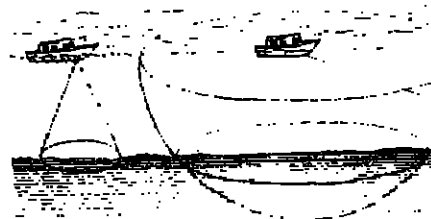
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... support in Shetland

SHETLAND Island's Council is to give local fishermen full support in their claim for extending Britain's fishing limits.

A motion before the council last week read "that SIC support Shetland Fishermen's Association in their endeavours to obtain for Britain a 200-mile fishing limit, and to urge the British Government to re-negotiate the terms of the EEC fishing policy, whereby British fishing vessels would have exclusive rights inside a 50-mile limit."

With the addition of the rider that "Shetland Islands Council would also seek to attempt to establish a fishing zone in which Shetland fishermen had special rights," the Council approved the motion unanimously.

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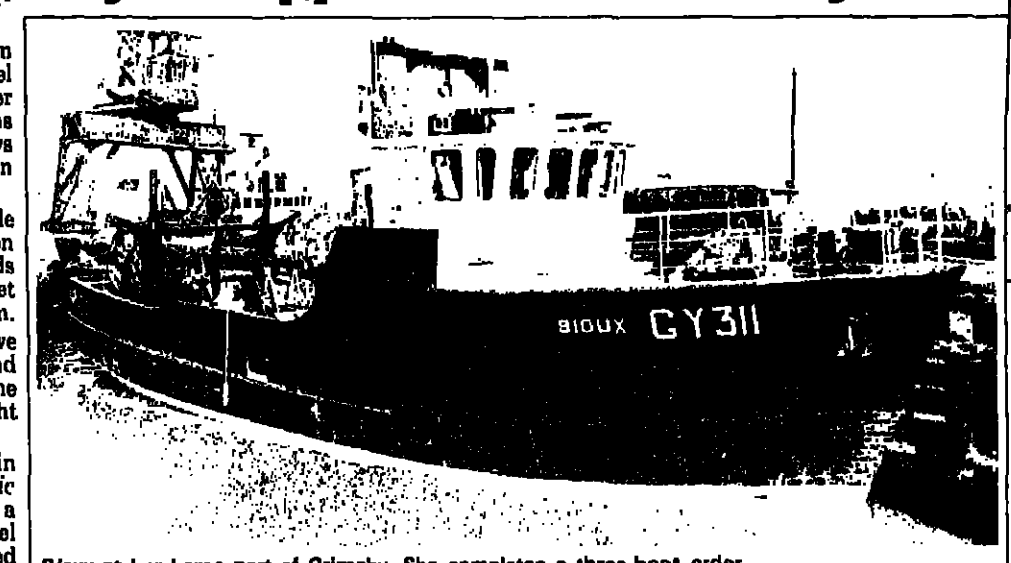
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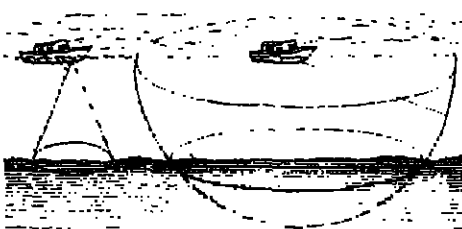
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COMMENT

WITH THE temporary closedown on the west coast grounds, the pride of British inshore fishing, the Scottish herring fleet, is going to be in for a rough time. All these expensive, sophisticated vessels will now have to fill in time on species like pout and mackerel, which will hardly give a return on the investment involved.

The quota system which has now bitten hard has had its critics but, it must now be recognised from the way the size and quality of the herring has tailed off, that this was a very necessary imposition.

The fishermen and buyers have taken a very responsible line in stimulating the Department of Fisheries to withdraw licences. Not only are they trying to ensure a reasonable catch for later in the year, but they are also helping safeguard the future of the stocks.

Some fish factories, especially those geared to the export market, will be feeling very sore that their hard won markets will be disrupted by the ban, but unless they want to supply pulpy, undersized herring there seems little else that could be done. Nobody could justifiably claim that the ban was totally unexpected. At the beginning of the year, the Scottish Fishermen's Organisation gave a warning — which

has proved accurate almost to the day — that the boats might have to stop fishing for a while.

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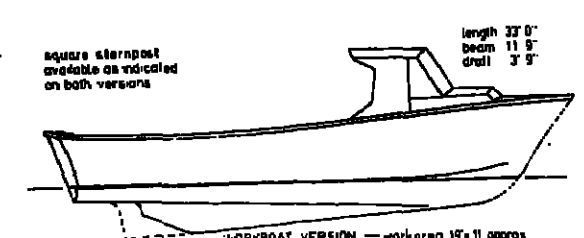
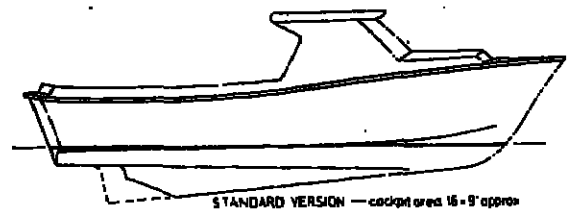


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Fife, with information to present to the Scottish Development Agency.
Councillor Braid states that about 80 jobs are at risk if J. N. Miller and Sons has to close through lack of orders, plus the ancillary trades.
Of course, he points out, it is not only a question of loss of such jobs but the loss of these skills. In addition, many of these employees are in the upper age limits and they would be lucky to find alternative employment.
He said he is sure there would be at least that number, if not more, directly employed by the provision of a slipway in St Monance. In addition, such a facility would greatly benefit the fishing industry and, by improving the speed of repair and inspection, solution for the possibility of increased employment, but a long-term answer to the economy of East Neuk and Scottish fishermen elsewhere.
"The site is ideal, the skills are available, and such inspections are now necessary by law. I am convinced that this project should go ahead and that all possible avenues of help should be explored."

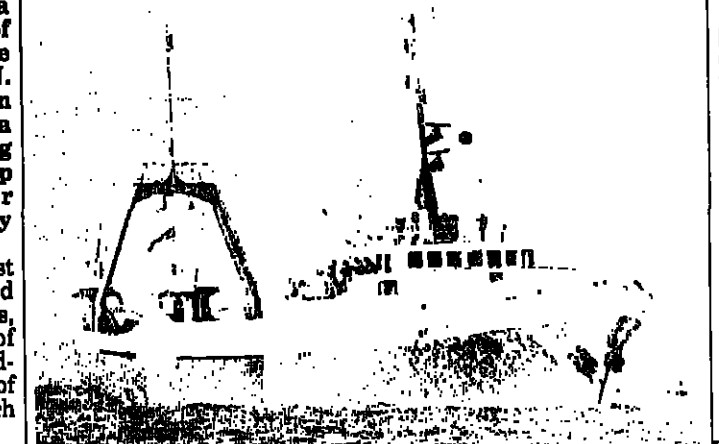
Record trip with hake £73-a-kit

THERE has been a welcome break in a run of bad luck for the Fleetwood firm of J. N. Ward and Son Ltd. when one of its vessels landed a company record. The big performance was put up by the small stern trawler *Resound*, commanded by Skipper John Banks.
Resound worked the west of Scotland grounds and returned to port with 482 kits, including 51 of hake, 70 of cod, 16 of plaice, 25 of haddock, 15 of whittings, 250 of coley and 10 of roker, which sold for £8,705.
It was the hake which took the grossing to record levels, making from £49 to £73 a kit; the cod only averaged £19 and coley £9 a kit.
Mrs. Doris Newsham, managing director of the firm, said: "Though we did not get realistic returns for some of our varieties, the hake made it a lovely trip".
She added: "It breaks a run of bad luck we have had. Recently we have had four of our ships out of action at the same time. *Resound* had engine and winch trouble; *Rosamunda* hydraulic and engine overhaul; and *Resolute* gearbox trouble. This has brought us right out of a bad patch. Let's hope it is a sign of things to come."

J. N. Ward is the biggest near water firm in the local industry.
After waiting a week while repairs were carried out, Skipper Buschini decided to work the Norway Coast grounds. He found haddock in quantity and, after only 18 days, returned to Fleetwood with 1,506 kits, including more than 600 of large haddock and 250 of mediums.
Normally such a catch would have made more than £30,000 but *Fydeas*' catch met lack-lustre demand and sold for a disappointing £25,938.
Better luck favoured the stern trawler *Lunedra*. Skipper Bill Reader took the vessel to Iceland and after 18 days she was sent to land at Hull. The vessel put ashore 1,443 kits, mostly cod, which sold for £27,034.
Lunedra's sister ship, *Irvana*, commanded by Skipper Gordon Wignall, landed at Fleetwood on the same day. She had 1,524 kits, including more than 1,200 of cod, which sold for only £23,414.
Part of the reason for the lower grossing was the fact that *Irvana* had 100 kits of dogs unsold. The vessel had caught them on the way to Iceland and they were extremely poor quality.

... fickle markets

AN INDICATION of the fickle nature of the Fleetwood market last week was the grossing of the small stern trawler *Norina*, commanded by Skipper Frank Wilson.
She worked Faroe and landed 1,019 kits, including around 600 of cod, 10 of lemons, 100 of haddock and 150 of coley, which met a low average of only £18 a kit and made £18,692.
There was some respite from the low demand for the side trawler *Ella Hewett*, commanded by Skipper Jim Buckley. She worked Iceland and returned with a catch of 1,088 kits, including more than 900 of cod, which sold for £19,007 — the outstanding average from this area.
This performance was in contrast to the grossing of the same firm's *Kennedy* which returned from Iceland with 694 kits, including 650 of cod, which sold for £9,951 — representing a big loss on the voyage.



Fydeas — lots of haddock but no demand.

NO JOY OUT OF HADDOCK FIND

FLEETWOOD'S distant water trawlers had mixed fortunes last week with markets showing little consistency. One vessel to suffer was the stern trawler *Fydeas*.
Skipper Victor Buschini took her out intending to fish Iceland, but she developed winch trouble during a trial haul off the west of Scotland. It was decided to send the vessel into Norway where the winch was made.
After waiting a week while repairs were carried out, Skipper Buschini decided to work the Norway Coast grounds. He found haddock in quantity and, after only 18 days, returned to Fleetwood with 1,506 kits, including more than 600 of large haddock and 250 of mediums.
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On the 'minimum'

THERE WERE few signs of recovery on the Grimsby fish market last week, although distant water trawlers did pick up some improved grossings towards the weekend and three vessels were actually understood to have broken even.
Most of the others, however, continued to soak up the now seemingly inevitable losses and the port was still suffering from an appalling slump. Most fish changed hands around the minimum prices.
Early on, salters stepped in to stem the flow of fish to the meal factory. They bought heavily from *Boston Restrel* (296 kits unsold from 1,459 landed; 135 kits to salters) and *William Wilberforce* (317 kits unsold from 1,624 landed; 271 kits to salters), but the Boston group, which owns both, gained some consolation with the two top trips from *Boston Boeing* (Skipper Colin Newton) and *Volusus* (Skipper Ray Harries).
Boston Boeing chalked up £32,048 from 1,756 kits, mainly haddock and redfish, from a 22-day buffeting on the Norway coast, while *Volusus* made £30,574 from a 23-day Icelandic trip of 1,771 kits of codstuffs. Respective averages of £18.25 and £17.26 per kit illustrate the depressed market.
Middle water honours went to H. L. Taylor's *Yessa* (Skipper Peter Brown) with a bumper westerly trip of 1,028 kits. On a better market this big haul should have made considerably more than £17,227, but it was not enough to break the BUT on this section and the *Ross Zebra* (Skipper Cunningham) to second best with £16,830 from a 20-day Sea trip.
Three Claridge trawlers, *Dominica* (63,871 from 643 kits), *St. Thomas* (63,871 from 643 kits) and *Nichola* (27,987 from 279 kits), landed plaice and sole under the BUT agreement were also disappointed.
The salters' landed a succession of big hauls. *Rasmussen* came out with £5,722 from 300 kits

APPEAL TO SAVE NORFISH

NORFISH (Scotland) Ltd. has made a desperate effort to keep its Inverness depot open by appealing against a decision by Inverness Divisional Planning Committee refusing it permission to change the use of its Anderson Street premises. The firm wants to change it from a cold store into a fish-processing plant.
The firm's Inverness manager, Donald MacKay, said it had six months to appeal and had waited to the last hoping to come up with some other solution. It has been unsuccessful and now its last hope is that the Scottish Secretary will uphold an appeal.
A Norwegian company, Norfish, has exported £500,000 worth of fish in the past two years. It intends spending £9,500 on equipment to dispose of waste effluent and any contaminated water produced in fish processing. It also plans to offer staff employment throughout the year.
Mr. Bolt added: "The fishermen and processors were working very close together and the fisheries were doing a grand job: regulating the fishery, have now got together groups of people representing different interests but with a common interest in herring and between we can get the best of a bad position."

Scots do better

AN IMPROVEMENT in the Scottish fishing industry's market situation was claimed by William Ross, Secretary of State for Scotland, in a written reply in the House of Commons last week.
He said "The general improvement in the market situation during the second half of 1975 has been sustained in 1976."
In the first five weeks of 1976 the Scottish industry gross earnings are 22 per cent up on those for the comparative period in 1975.
The gross earnings of the white fish sales increased by almost 40 per cent, and the earnings per day at sea for white fish trawlers over 80 ft. increased by 45 per cent.

In touch

JAMES JOHNSON, MP for Hull, West, asked for statement in the House of Commons last week about the "depressed state of Humber fish markets due to the landing of fish by foreign vessels."
Gavin Strang, Parliamentary Secretary, MAF, replied: "First hand price fall in February each year. The average fall in the three weeks of February is year at Hull and Grimsby smaller than in 1975, larger than in 1973 and 1974.
"A series of factors conditions this fall. Quantity of imports are but one of them."
"The EEC reference price arrangements are intended to provide protection against low-priced imports, but Mr. Lardinois said in a European Parliament improvement are needed."
"We have been in discussions with the Commission at a high level and urgent discussions are in progress."

WESTCLIFF Marine of Ramsgate, Kent, now has in full production cod-end chafers using a new synthetic material originally produced for marine use over rocky and uneven terrain.
The material is made-up from a combination of synthetic materials comprising nylon, neoprene and rubber. The nylon forms a woven centre sheet, with an outer covering of a rubber neoprene solution hot-bonded to it.
The woven nylon provides anti-tear properties, whilst the rubber and neoprene is used to increase resistance to wear.
Westcliff Marine claims that this new material increases the life of cod-end chafers. It also allows for easier handling and does not have unpleasant smells or side effects.
Mr. W. Williamson, of Westcliff Marine, first used the material in an attempt to increase the efficiency of cod-end chafers on his own in-shore trawlers.
However, such was local interest, that he decided to test the product on the national market. Several companies operating inshore and deep-sea trawlers were approached to test the chaffer on selected vessels.
Reports from skippers were so favourable that Westcliff Marine ceased trawler operations to concentrate on chaffer production. Already over 20 companies are being supplied, including Marr and Hamling from Hull, Hewett and Boston at Fleetwood, Norrard and Jones at Milford and Boston at Lowestoft.
The smallest size, 4ft. x 2ft., has been constantly used over rough ground by the Ramsgate-based wooden trawler *Sheldana* for four months. The largest size is 7ft. x 6ft.
The material has been proven on land where it is made up as explosive blast mats for the construction and demolition business.
The new chaffer can be made to any size and the extra material is to be catered for. More details from: Westcliff Marine, 6 Abbey Grove, Ramsgate, Kent. Tel. Thanet (0843) 55397.

Dues rise halved

WHITBY HARBOUR are to be halved.
This has been decided by the harbour committee which is being allocated an extra £6,000 by Scarborough policy and resources committee to cushion increases in charges to harbour users.
More than half — £3,700 — will go to help fishermen. Almost £1,200 goes to colemens and boatmen taking fishing parties in the form of reduced licence fees; £50 goes to cargo vessels and £500 to yachtsmen by removing bridge dues and charges for yacht tenders.
Estimated loss faced by Whitby harbour next year is now £76,000.

THE 44TH annual ball held by Peterhead Lifeboat Dance Committee raised a record £1,800 for the local branch of the RNLI.

'Idena' harassed

THE 128 ft. vessel worked off Iceland before coming into Fleetwood with 990 kits, mostly cod, which sold for £17,872.
The first box of cod from her catch was bought for £80 by Brian Milne of Hull, Birds Eye's purchasing manager. Proceeds went to the Fleetwood branch of the Royal National Mission to Deep Sea Fishermen. Mr. Milne's wife receives the traditional new hat.
The vessel's owners, J. Marr and Son Ltd., said it was not too despondent about the grossing. The firm had not expected to make a fortune. They were only pleased that the vessel has shown her fishing capability.
Jim Cross, Marr's manager at Fleetwood, said this class of all-purpose vessel is already proving a success. There was also praise for the vessel by her skipper, Bernard Birley. He was formerly mate in last year's top ship, *Jacinto*, under Skipper Bill Taylor.
He said of his new command: "She is a fine vessel — a beautiful seaship — and there were remarkably few teething troubles for a new ship."
He added: "Icelandic gunboats gave us a bit of trouble. We had to pack in fishing for 38 hours because of them."
Sailing with Skipper Birley on the maiden voyage was his son, Peter (17), who is the vessel's "brassie".
Idena was featured in a BBC "Look North" programme when she landed. It hit back at an earlier programme in which it had been suggested that distant water fish is inferior to imported and inshore fish. Among those who defend the quality of distant water fish were Alan Marr, chairman of Marr, Mr. Milne, Harry Fairbrother, president of Fleetwood Fish Merchants' Association, and Blackpool fish merchant.
There was emphasis during the programme on the quality of *Idena*'s catch — especially her cod.

Seiner boss resigns

JOHN RICHARDSON, managing director of Grimsby seiner agents and owners A. E. Richardson & Co. Ltd., resigned on Tuesday. Mr. Richardson privately owns a number of fishing vessels.

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More fuel with the FUEL-SAVING CONCORD NET

THE three-man crew of the Grimsby inshore trawler *Airdrie* spent 18 hours in a lifeboat off the south Yorkshire coast at the weekend after the vessel hit a mystery object and sank.

Skipper Dennis Ward (51) and deckhands, Graham Jewitt (39) and Fred Clarke (38), were eventually airlifted to Hull Royal Infirmary by a helicopter from RAF Leconfield, but not until cold easterly winds and snow storms had blown them ashore on the Holderness coast, near Aldbrough.

They were all released after treatment for exposure, but spent Sunday night at Hull's Anchor House for seamen before returning to Grimsby.

The men had to abandon ship so quickly they hardly had time to get into the lifeboat. They were unable to radio for help before *Airdrie* sank.

The collision took place about 11 o'clock on Saturday night. *Airdrie* left Grimsby on the evening tide; she paused at Spurn Point to assess conditions and had been steaming for about two hours north on a reasonably clear night with about a force 4 blowing.

Skipper Ward described the impact as "a tremendous crash" and presumed she had hit something very hard and heavy. With her bottom apparently ripped open, *Airdrie* flooded immediately and then heeled over before vanishing.

The crew said they saw nothing from the lifeboat which might have caused the loss, and one piece of supposition is that she hit partially submerged object like an oil rig pontoon.

The men fired flares from the lifeboat, but were not noticed until they drifted ashore.

'Lady' in tow

THE BUT freezer *Kurd* went to the aid of an Ostend trawler last week as she headed home to Hull from a 73-day White Sea trip with about 200 tons of fillets aboard.

Kurd, with Skipper Keith Barkworth in command, took in tow the 150 ft. Ostend ship *Belgian Lady* about 150 miles out. She was stated to have had gearbox trouble.

The ship was towed in to the Humber where the Grimsby tug *Brenda Fisher* took over.

THE Zeebroek Fishing Co. Ltd. of Grimsby has just completed trials of a new version of a polythene box trawl. And the new trawl is proving another big winner for Britain's largest net manufacturers, Cosalt.

Marketed under the trade-name Concord, the new net was designed by Bill Smith, foreman net fixer in Cosalt's inshore net department, in collaboration with the Zeebroek family.

Bill Smith has a lifetime of experience in the manufacture of nets of all types and, linked to the fishing expertise of the Zeebroeks, they have produced a net which not only saves fuel, but is producing some startling catches too.

Fred Harrison, a director of A. E. Richardson & Co. Ltd., the largest inshore agency in Grimsby, told *Fishing News* that Skipper Jackie Zeebroek, senior, now in command of the late Bill Pashby's 55 ft. *Elizabeth* for Grimsby owners, is delighted with Concord: "He's fishing better and saving fuel on every trip," he commented.

Both Skipper Zeebroek's sons, Robert and Jackie, junior, who skipper the family company's wooden 57-footers, *Jarvit* and *Jil-Annon*, agreed completely.

Robert explained to *Fishing News*: "We approached Cosalt because we thought we should be doing a bit better than we were. We wanted a net as ideal for our differing powers as possible and which wouldn't pick up much ground muck."

"We just couldn't believe the difference when we started using the Concord nets and have never caught so much fish before. When the marks are down we are definitely out-fishing ships of the same horse power and sometimes greater."

The basic box trawl, with a 57 ft. headline and 75 ft. fishing line, has been completely re-designed and Concord incorporates many improvements, giving much more lift and spread.

Vessels with engines as small as 90 hp can easily tow it and there is very little resistance on the top part of the trawl during towing.

The wings can be varied for different horse powers and, already, the Zeebroeks



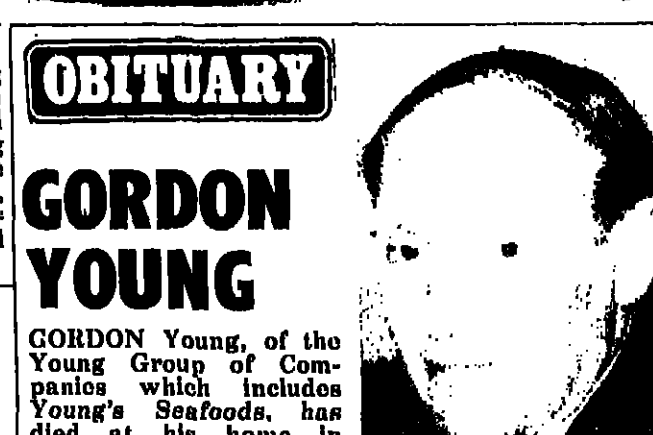
calculate they are saving over 30 gallons of diesel fuel a day. Based on a vessel spending only 200 days a year at sea, a saving of 7,000 gallons of fuel could probably be made using the Concord trawl. With the present high cost of diesel, this would represent a considerable economy in overall running costs.

GORDON Young, of the Young Group of Companies which includes Young's Seafoods, has died at his home in North Shields, as the result of a heart attack. He was 67 years old.

He joined his father, William, in 1922 and helped to manage a fleet of whiteblot boats at

Grimby's Arcona Champion (Skipper Eivind Sorenson) unexpectedly came home with 311 kits of herring late in the week. They were put up for sale as freshers on the daily market, but made no more than minimum prices to gross £1,061.

A TURBOT weighing 1st. 3lb. became the dearest line-caught fish ever landed at Whitby this week. Landed by the boat *Sundry Viper*, it sold for £12. It was bought by Whitby Curing Co. for the London market.



Leigh-on-Sea, as well as working in the London fish distribution business.

Mr. Young retired from the business in 1959 but retained his interest in the still growing company.

He joined his father, William, in 1922 and helped to manage a fleet of whiteblot boats at

resulted in the firm becoming one of the most important fish businesses in Wales. Branches were set up at Fleetwood and a depot opened in Cardiff which helped retain the firm's reputation as one of the biggest hake merchants in the country. Eight years ago the firm sold out to Rose Group and Mr. Davies continued in charge of the Millford Haven side of the business. His brother, Niall, became manager for Rose at Fleetwood. Mr. Davies leaves a wife and two married

Crab quality talks

A SEMINAR on crab quality is to be held at Whitby on Friday, March 24.

It is being arranged by the Crustacea Committee of the Shellfish Association of Great Britain and Gerald A. Gardner, director of the Association, will attend.

Dr. Eric Edwards of the Fisheries Laboratory, Burnham on Crouch, who visited Whitby on many occasions on crab marketing and other matters, will give an illustrated talk on the importance of quality grading in crab selection.

The evening also includes a special ladies presentation of champagne given by the Association.

LIFEBOATS TOW CRAB TO SAFETY

TWO Orkney lifeboats were called out on Friday night last week in a fishing vessel in trouble during gales.

Kirkwall lifeboat and the *Esbjerg*, registered *Marianne Bodker*, registered at the Skerries of Orkney, were called out.

Stromness lifeboat, launched when the local *Polythene*, owned by E. Banks, broke down steering trouble two miles from Stromness. Temporary repairs were carried out and the lifeboat was then towed to Stromness.



Lena Savery, winner of the Greater London area final in the UK Schools Fish Cookery Competition.

Peterhead record

WHITE FISH landings at Peterhead shot up to £1,005,787 during February compared with £652,904 in February last year.

The total harbour revenue for the year ending March 1, was a record, £530,802, which was an increase of £261,647 over the previous year.

'SOFT SOAP'

REPORTS that the Government is prepared to negotiate with the Common Market on the basis of a 25-30 mile exclusive limit showed their 'basic indifference' to the Scottish fishing communities.

This was stated by Donald Stewart, SNP Parliamentary leader, speaking at Beaulieu last Friday.

He said during the Common Market referendum

TOP FISH COOKS

TWO YOUNG girls cooked their way into the finals of the United Kingdom Schools Fish Cookery Competition, organised by the White Fish Authority.

At the regional finals for the Greater London area, 13-year-old Lena Savery from the Collingwood School, Peckham, took the honours. Her prize, a food mixer, was presented by the superintendent of Billingsgate fish market Mr. Charles Ward.

The Southern region finals, held at Reading, produced an 18-year-old winner: Julia Hopkins, from Peter Symonds College, Winchester. She received her prize from Harry Barrett, editor of *Fishing News*.

Julia Hopkins' prize-winning haddock dish for two people was prepared for only 50p — obviously an economical housewife of the future! Julia will shortly be going on to a domestic science course at Gloucester.

Both girls now move forward to the finals of the competition in London on March 31, at the Kensington Close Hotel, where they will have the chance of winning a weekend for two in Paris.



A delighted Julia Hopkins receives her food mixer prize from the editor of *Fishing News*, Harry Barrett.

UK set-up for Belgian engines

A SALES and distribution network for the range of ABC range comprises: six and eight cylinder DX models which have a power range of 185 to 1,200 hp at speeds of 600 to 750 rpm. In addition the ABC SEMT Pielstick in-line engines are produced under licence. These cover a range from 540 to 1,300 hp at 1,200 to 1,500 rpm, in six or eight cylinder models.

Based at 12 Clarendon Place, Leamington Spa, Anglo-Belgian UK will primarily be a sales organisation embracing an after sales and spare parts delivery service.

Already nine service agents have been appointed in England and Scotland and one in Ireland. Each will have factory-trained service mechanics on their staff. The

'Meters' on station in North Sea

A MASSIVE international start on Monday in the lasting until June is to start on Monday in the northern part of the North Sea. Involving 20 research ships and about 80 anchored weather stations.

This is the latest move in a plan to distribute belts of sea-monitoring meters in the North Sea and the information from it is expected to play an important part in combating future giant surges of the type which caused havoc — and many deaths — in the 1953 floods.

It is also expected to provide vital information for the fishing industry, which has been given full details of the scheme and the positions where the 80 sea meters are to be stationed.

Marine scientists from a number of European countries including Britain, Norway, Sweden, Denmark, Western Germany, Holland, Belgium and France will be

taking part in the scheme, Jonsdarp '76.

Although previous meter schemes have been carried out in the North Sea, the territory now being covered is virtually unexplored as far as large-scale tidal studies are concerned.

Warning

The marine scientists taking part are trying to observe for the first time tidal stream and height changes over the entire North Sea basin so that flood warning systems in the bordering countries can be improved.

They are also hoping to collect information which will make the gas and oil exploration and production platforms in the northern North Sea safer and at the same time find out a lot more about the natural food on which the North Sea shoals live.

A notice to mariners and port authorities, issued by the Ministry of Fisheries which asks for their help in avoiding damage and reporting any meters which break adrift, says: "Fish is potentially a self-sustaining renewable resource — unlike oil, gas, and gravel."

"And it is becoming more and more important that North Sea fisheries should be

managed properly so that stocks are kept at a level which allows them to survive not only from year to year, but also from decade to decade — and one century to another."

"The great increase in catching power which has occurred in the last 20 years has increased the pressure on North Sea stocks."

"We need to probe the basic mechanisms of fish food production and of fish stock stability in order to understand the effects of this increased pressure on stocks."

"Jonsdarp '76 is not just an interesting oceanographic experiment — it is likely to be of real importance to all those people who live near, or work on, the North Sea."

Damage

The notice to mariners asks all vessels to keep at least half a mile away from the moored stations to avoid damage either to their own equipment or the meters themselves.

The scheme is the latest development in a sea meter network which began back in 1971.

A spokesman from the Lowestoft fisheries laboratory pointed out that while the region concerned represented 4,000th of the world's ocean

space, it accounted for five per cent of the world's fish catch... and was also now a major centre for offshore oil and gas prospecting.

There was also a large dredging industry involved in North Sea work.

In addition the North Sea acted as an important "rest and recreation" area for the population of Western Europe — and as the most readily accessible sink for almost all the waste products of an "advanced" society.

In a 1973 sea meter scheme about 70 meters and 24 offshore tide gauges were deployed for 40 days.

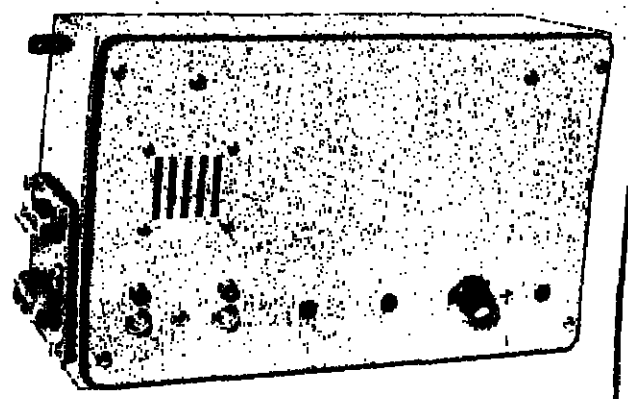
Twenty of the current meters were lost, but marine scientists claim the information gathered was highly important.

It is planned to have one of the research vessels either drifting with some of the equipment or anchored near the centre of the scheme sampling the sea.

Others will take samples from various points while another group of vessels will measure the detailed structure of the currents using a variety of techniques.

Regular sorties by low-flying aircraft will give what the scientists describe as "rapid sensing" of certain "variables" over the area.

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REPORT BY DAVID J. ROPE

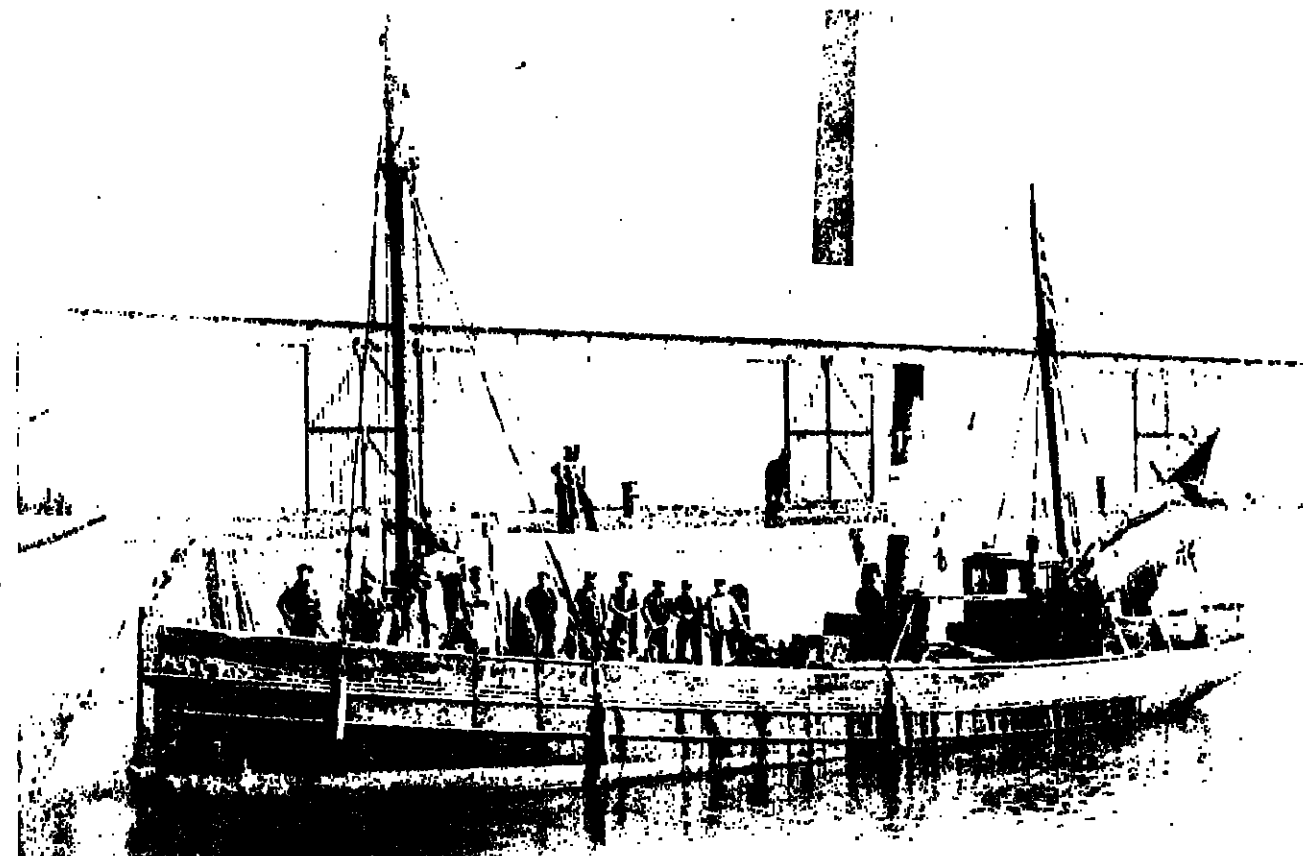
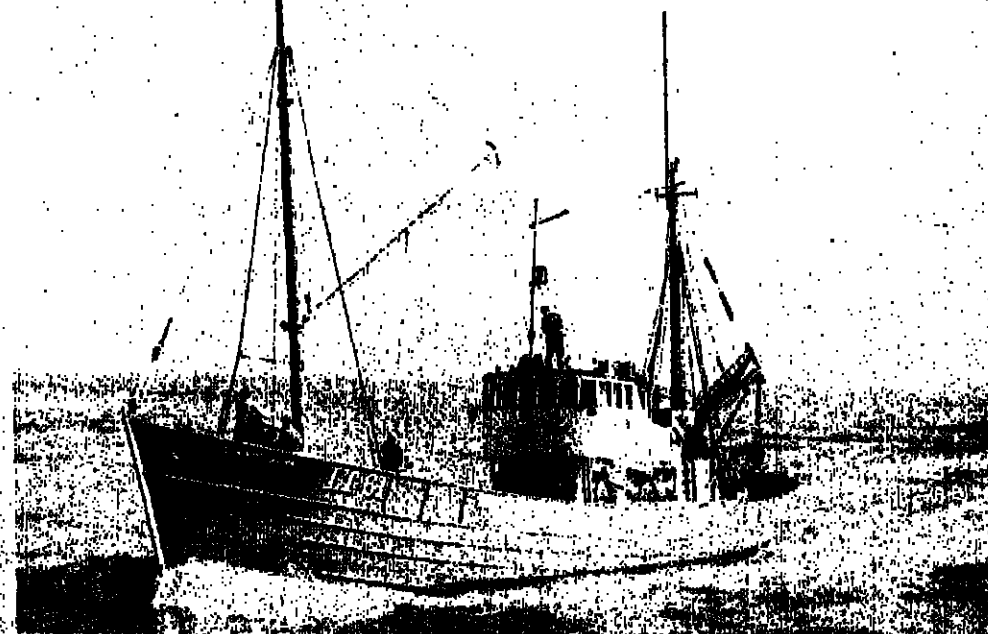
Owners: Chas. & Robert Harvey (jointly) 4.8.1899 --
8.2.1903 -- 3.4.1917: James Pitchers, Junior
14.1.1907 -- 22.1.1908: James Pitchers, Senior
22.1.1908 -- 1.8.1909: Pitchers Ltd., 1.8.1909 --
8.2.1918: John Victor Breech and Lawson, Carles
Harvey 8.2.1919 -- 3.4.1919 (all Lowestoft), John
Herbert Turner & Benjamin Sleigh Junior 3.4.1919
8.1.1923: Alfred Robinson 8.1.1923 -- 21.5.1924:
Amos King 21.5.192 -- 28.8.1924; (all Grimsby), Sold
to Norway 28.8.1924.

1970, the Lowestoft firm took over the shipyard of Fellows & Co., at Gt. Yarmouth, where at the time a subsidiary of F. T. Everard & Son of London. This gave Richards an extra 2 buildings, berths and a 240ft. dry dock, facilities which were soon put to good use in building two of an order for three 126ft. North Sea trawlers.

The vessels were ordered by Tallisman Trawlers Ltd., of Lowestoft, and named *Ripley Queen*, *Underley Queen* and *Batterley Queen* — the latter trawler being constructed by the parent yard at Lowestoft.

Just as Richards, in 1931,

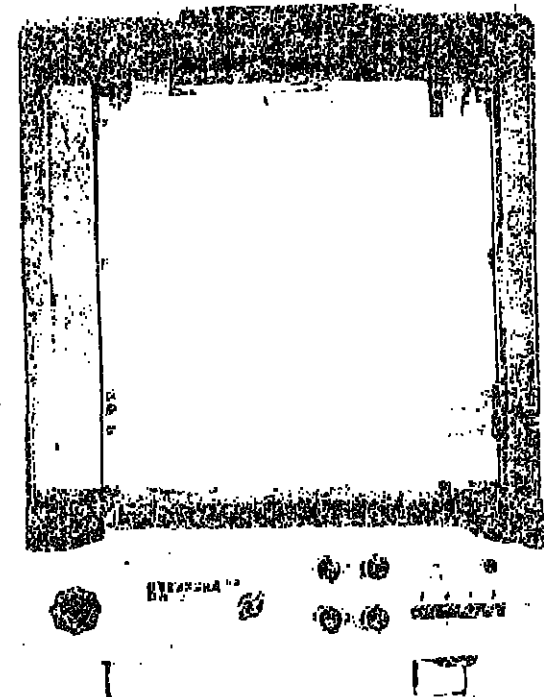
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being completed in
the latter in 1945.
transition from
diesel driven fish-
was well timed
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major role.
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approach to new



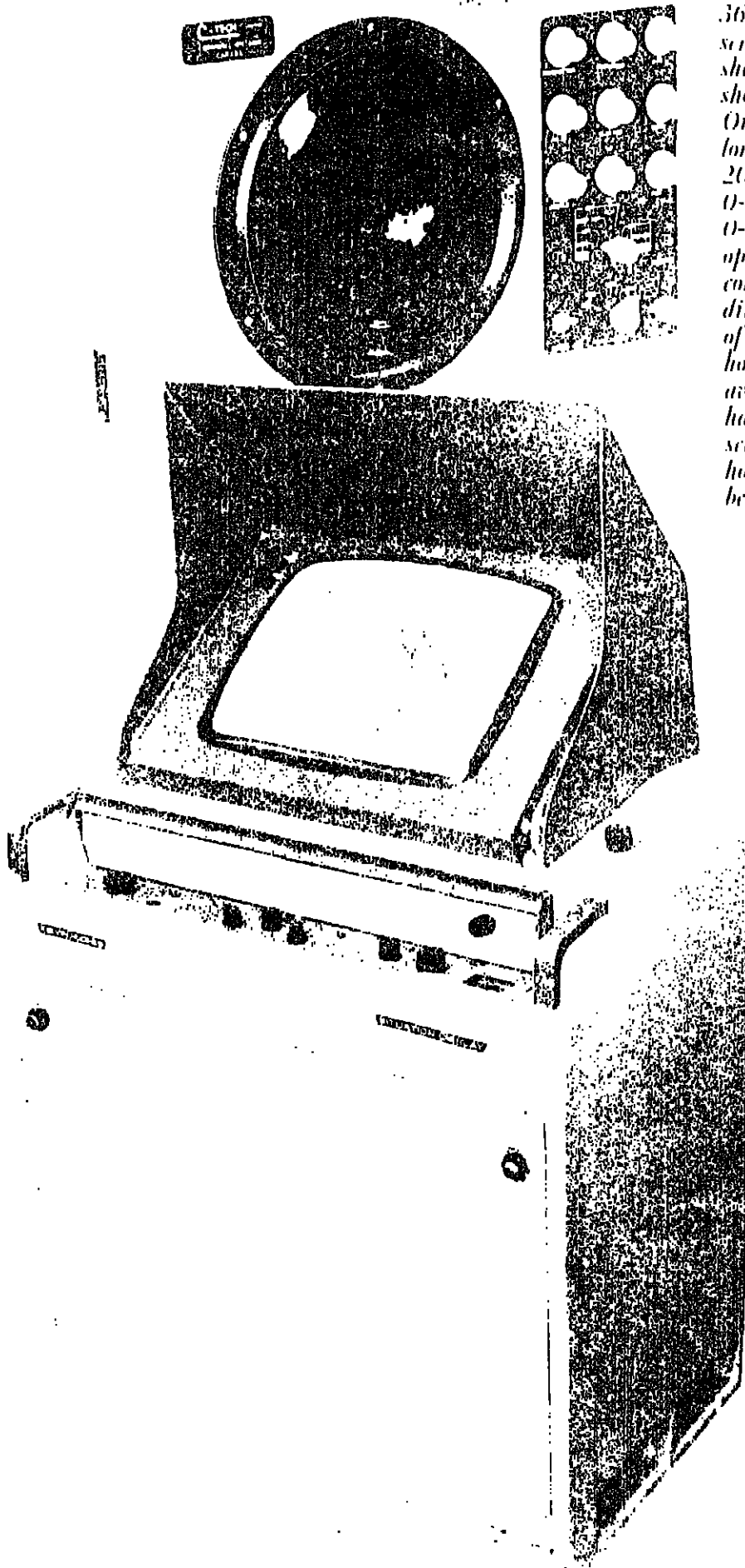
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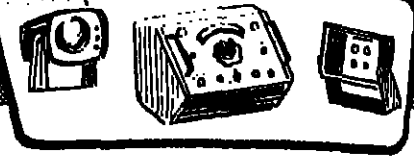
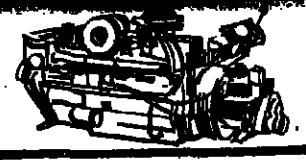
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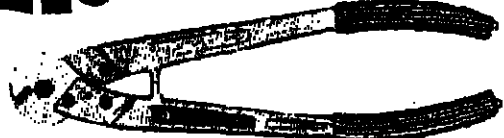


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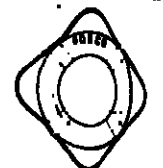
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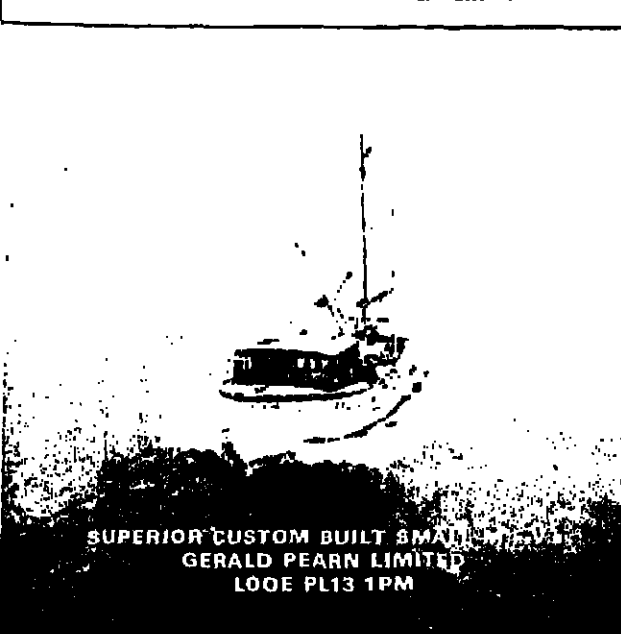
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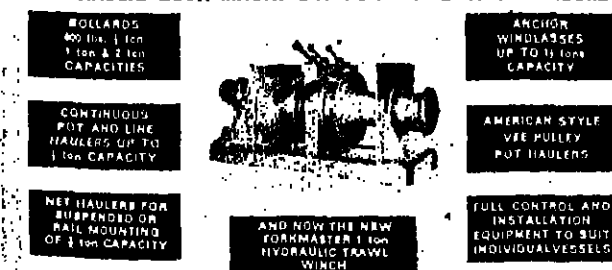
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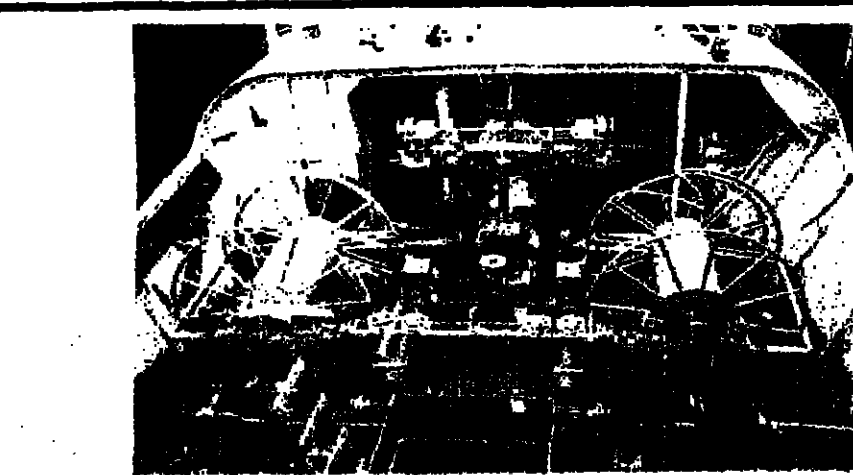
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It started at 09.00 on a Monday morning and continued until 19.30 with only one hour's break for lunch every day until the following Friday afternoon.

Instruction was given both ashore and in the company's research vessel *Simrad*, and the syllabus was so com-

prehensive that anyone able to stay the course in full possession of his faculties must have benefited enormously from it.

Details of typical courses, and how they can be varied to suit you personally, are obtainable from D. Alderson, Simrad A/S, P.O. Box 6114, Elterstad, Oslo 6, Norway.

If you can't attend one, but have any problems about how to make the best use of a sonar he will be glad to try and provide solutions to them.

ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped, addressed envelope for reply.

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"Any information you can give me about these logs and where they can be obtained would be welcome as I have just bought a 60 ft. Scottish MFV and the skipper who is going to work it wants an efficient log fitted."

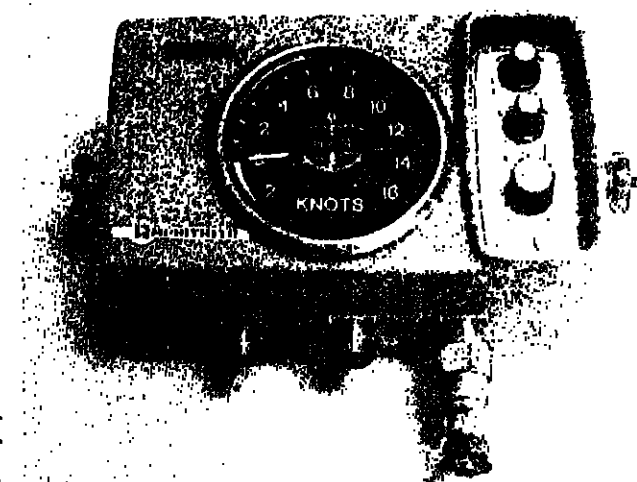
The Ben Company of Marseilles makes a range of logs designed for use in all sizes of craft: Speedometer for boats up to about 45 ft. long; Amphitrite for vessels up to about 100 ft.; Galatee for trawlers and coasters over that length; Calypso and Mark 6 logs for large vessels.

They are all electro-magnetic logs with probes which fit flush with the hull and each is available either with a probe which can be retracted inside the hull for examination and cleaning or one which is non-retractable at sea. None of them incorporate any moving parts.

They all work on the same principle and the Amphitrite is clearly the most suitable for installation in your boat.

It consists of an electronic unit housed in a splash and condensation proof alloy cabinet for installation in the wheelhouse, a length of cable, probe and hull fittings.

Full particulars and prices are obtainable from the UK Distributors — Plato Marine Trading Co. Ltd., Windsor House, 83 Kingsway, London, WC2B 6SD.



Ben 'Amphitrite' log speed and distance indicator.

In the centre of the front of the cabinet is a meter which indicates speeds up to one knot astern and eight knots ahead, or up to two knots astern and 16 knots ahead.

To the left is a distance run indicator and to the right are an on/off switch, a scale switch, a switch for controlling illumination and resetting the speed pointer when using an expanded scale, and a gain control switch.

The expanded scale facility is incorporated only in the Amphitrite log. It enables you to set your chosen speed in the middle of the scale and to observe any small increases or decreases in speed up to 0.8 knots.

It has, according to the manufacturers, proved to be invaluable in the bottom, mid-water and pair trawlers in which the log has been fitted.

Probes are made of bronze and are fitted to hulls through aluminium bronze sleeves which cause no corrosion problems in either wood or steel vessels.

The type which can be retracted at sea is longer than the other so that a gate valve can be fitted.

The Amphitrite is designed to be powered by a 12 or 24 V DC supply, but can be run off alternating current if rectifiers or transformers are used. Maximum power consumption is 0.11 amps.

Its accuracy is practically unaffected by rolling and/or pitching and changes in temperature or salinity of the water.

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How to catch mullet

"OFTEN in summer we see huge shoals of mullet gliding along with their shoulders clear of the surface."

"The shoals are nearly always about 20-30 ft. wide by anything from 50 yards to a mile long."

"We see them most often at spring tides in mid-summer in a shipping lane where the depth is between seven and 15 fathoms."

"I have a 35 ft. MFV powered by a 40 hp Petter diesel and equipped with an electric winch, echo sounder and VHF R/T."

"I would like to have a crack at catching these mullet, but I have no experience of netting them."

"Can you advise me about the best nets and method to use, bearing in mind that the shoals are in the open sea and not in an estuary?"

"You might catch some of the mullet by shooting 4 in. mesh gill nets (if the fish appear to weight about 3 lb and over) or 3 in. mesh nets (if smaller) in a semi-circle ahead of the shoals. But in daylight many might hurdle the flatlines or otherwise escape."

You might be more successful if you were to use a mullet or chole net of the sort used at Mudeford in Hampshire.

This net is a hybrid gill/trammel net between 50 and 200 fathoms long consisting of a gill net with armoured on one side of it.

It was customary to set it in

a circle with the armoured on the outside and frighten the fish into it by splashing with oars or posser in a small boat.

If you use standard 100 yard Bridport-Gundry 3 in. mesh gill nets fitted with 17 in. mesh armoured or walls on one side only and circle shoals with them, you might not only catch more fish, but cause less obstruction in a shipping lane.

In Poole Harbour, I

believe, they run ordinary nets around shoals of mullet with good results. But a hybrid net would capture fish of varying sizes more effectively.

These, of course are only suggestions; I have never caught mullet in the open sea. Maybe a reader of doing so will be good enough to let us have some information about a proven method.

Architect list

"I AM hoping to have a shortly. Can you give me who design fishing vessels of about this size?"

Most leading fishing boat builders, like the Eyemouth Boatbuilding Co. Ltd. and the Porthleven Shipyard Ltd., Porthleven, Cornwall, employ designers who would be able to produce plans for the type of boat you want.

Other naval architects and concerns which might be willing to do so are:

John J. Askham, The Point, Bembidge, Isle of Wight; Fairmile Construction Co. Ltd., Green Lane, Cobham, Surrey; Falmouth Boat Construction Ltd., Flushing, Falmouth, Cornwall; Keel Marine Ltd., 2 Russia Row, London, EC2; The Napier Company, Lindsay Street, Arbroath, Scotland; James Miller, James N. Miller & Co. Ltd., East Shore, St. Monance, Fife; John E. Perryman, 3 Battery Green Road, Lowestoft, Suffolk;

40 ft. stern trawler built a list of naval architects of about this size?"

Tynedraft Design Ltd., Blenheim Street, Newcastle-on-Tyne; G. L. Watson and Co., Erskine Harbour, Erskine, Renfrewshire.

Lifeboat stamps

GUERNSEY Post Office Board has issued a set of stamps to commemorate the 150th anniversary of the founding of the Royal National Lifeboat Institution.

They show the type of lifeboats used successfully in the Ballinacorney Channel since 1874.

They are obtainable from the States of Guernsey Post Office Board, Headquarters, fice, Guernsey, Channel Islands.

MASTS: WHICH WOOD?

"I AM just about to start fitting out a 31 ft. glass fibre hull which I intend to use locally for fishing."

"I want to make and step a solid wood mast as I cannot bear the clatter caused by halyards slapping against a metal one."

"What kind of wood are masts usually made of and where can I get a length to make one?"

Masts for Scottish fishing boats are usually made of pine or larch. Both Oregon pine (Douglas fir) and pitch pine are used, but silver spruce is often preferred as account of the clean nature of the wood.

It is not quite so strong as Oregon and the latter is much stronger as pitch pine, which is the heaviest of the three.

If it has no pockets of resin in it, a pitch pine mast is likely to prove most durable of all.

A point to watch when selecting a length of timber for a mast is that the core of the tree is as nearly centred as the head and the heel is possible.

After removal of the bark, the nearest the virgin tree to the required diameter the stronger the completed mast will be.

Clear silver spruce for making masts and spars is obtainable from W. S. Barnard and Son Ltd., West Dock Street, Hull. And so are most other kinds of timber you may need to complete your boat.

They supply oak and larch butts, oak crooks, mahogany and iroko planks, and coloured Douglas fir planks for decking.

March 12, 1976

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WFA CHART CONVERSION SERVICE

THE WHITE Fish Authority's Industrial Development Unit has introduced a new position conversion service for Kingfisher charts.

If you have recently bought a Kingfisher chart for the North Sea latched with the new Northumbrian Decca chain 2A, you may find it difficult to transfer wrecks and other obstructions to the new charts. If so, the WFA's conversion service can help.

An obstruction conversion request form is obtainable from your nearest chart agent or the WFA. Enter on the form the positions you want converted, then send it to Skipper Ken Knox at the WFA in Hull.

Using their computer, the WFA data processing department will convert the positions to the new Decca chain.

The returned form will contain two sets of converted positions. First, the theoretical Decca positions. These are the Decca lane

numbers obtained by a straightforward mathematical conversion of the old Decca lanes to the new system, without any allowance being made for fixed errors in the Decca system.

Second, whenever possible the new Decca positions with allowance for fixed errors will be given. Where the old Decca readings have not been corrected, it is often possible to estimate the fixed error and remove it from the lane numbers.

These lane numbers are then converted, and the fixed errors for the new chain replaced. The resulting position is a better estimate of the readings than would normally be expected to appear on the red, green and purple Decimeters.

In addition to the conversion of obstruction positions to the new Northumbrian

Decca chain 2A, the WFA is also able to transpose obstruction positions between overlapping Decca chains in any area, and also between Decca and Loran C chains.

The conversion service costs £2 per form, irrespective of the number of positions on the form, up to a maximum of 26.

For further information contact: Skipper K. Knox, White Fish Authority, Industrial Development Unit, St. Andrew's Dock, Hull, HU3 4QE, Tel. 0482 27837.

FISHING NEWS



Spain to fish-on

Madge Watson receives a bouquet from 8-year-old Dorothy Turton, at a farewell reception at Fraserburgh.

FRASERBURGH has said a fond farewell to Miss Madge Watson who, with her late partner Miss Elsie Craig Wood, worked for over 50 years as superintendents of fishermen's missions.

The 'Mission Ladies', as they were known, were familiar figures to thousands of fishermen and their families around the coasts of Britain before they settled in Fraserburgh.

Hul, now, 74-year-old Miss Watson feels that it is time to move to North Shields where she has a number of relatives.

At her presentation, Miss Watson addressed a gathering of 250 friends and said: "Fraserburgh is imprinted on my heart."

An agreement between the USSR and USA on fisheries in the open sea in the western part of the mid-Atlantic has been signed in Washington, USA.

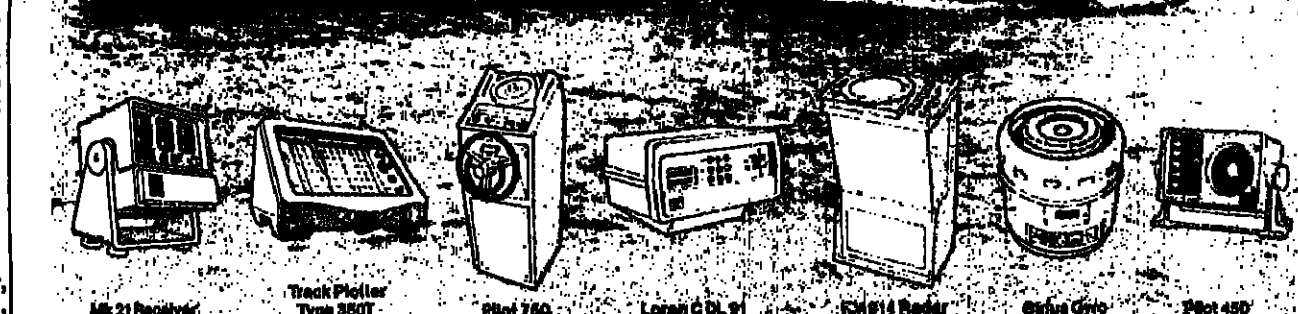
The agreement provides for a considerable expansion of scientific and technical co-operation in the exploration of fish resources with a view to working out measures to maintain and rationally utilise them, in exchanges of scientific information, scientists and specialists and joint work on agreed programmes.

All the way with DECCA

MAJESTIC, the second of four steel seiner-trawlers, was built by Bideford Shipyard (1973) Ltd, Devon, for Bogg Holdings of Bridlington.

She is a multi-purpose fishing vessel similar in design to modern Scottish vessels with all-welded hull, raked soft stem and cruiser stern.

Her bridge electronic equipment includes Decca Navigator Mk 21 with 350T Track Plotter, Decca Pilot type 350 with Watch Alarm linked to a Tenford hydraulic steering gear, Decca RM914 radar and Simrad EQ Sounder and C1 Scope.



The Decca Navigator Company Limited
6 Albert Embankment London SE1 7SW

Belgian has gear seized

MAURITIUS Calceon, skipper of the Belgian trawler *Roger Jeanine*, has been fined £100 with £90 costs for fishing inside Irish territorial waters. Both his catch and gear worth £4,350 were confiscated.

Roger Jeanine was found off the Co. Waterford coast on Wednesday last week by the fishery patrol vessel *Grainne*, under Lt. Commander Owen McNamara, and bought to Cobh.

The skipper, found some 900 yards inside the exclusive fishery limit, told Justice K. I. McCourt at Castlemartyr Court that he was never nearer than about 50 yards to the limit line.

He pleaded not guilty to unlawfully entering the exclusive limits of the State and attempting to fish.

Lt. Commander McNamara said the vessel was about 900 yards inside the exclusive limits.

He flashed to the vessel to stop but she failed to do so. The vessel was steaming back out to sea and he manoeuvred *Grainne* across the trawler's bow and pointed the ship's gun at her.

The trawler then stopped and was put under arrest. When the trawler stopped, her nets were still in the water with fish in them.

The defendant said that, using the Decca system, he fixed his position to about 50 yards outside the limit.

Because he was so close, he turned his vessel and was steaming out to sea when he first saw the signals were meant for him.

The Justice said it was quite clear that the defendant's vessel was inside the exclusive limit line. Convicting him on the second charge, the Justice struck out the other two charges.

He fined the skipper £100 with £90 costs and ordered the trawler's gear and catch, valued at £4,350, to be confiscated.

Boatyards try abroad for work

GREAT concern has been expressed over difficulties facing the UK fishing industry, and particularly the boatbuilding sector, at a meeting of the Fishing Boat Builders' Association at Aberdeen.

It was unanimously agreed that the 100-mile limit is necessary to give the industry confidence to invest in new boats.

That confidence will only come about by a secure future for young fishermen and that can only be achieved by a 100-mile limit.

It was also stated that, until such time, boatbuilders would have to look further afield to find employment for their work forces.

As a first step the chairman of the association, John MacKenzie, Buckle, is going on an exploratory trip to the Middle East within the next few weeks.

'Pair' arrives

A NEW wooden pair trawler, *Margrethe Bojen* (BCK 111), arrived at Grimsby at the weekend. The 68 ft. vessel was built for Skipper Jens Bojen at Buckle by Jones' Buckle Shipyard Ltd. She will partner *Frances Bojen*, now commanded by Skipper John Richardson.

